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CENTRAL INTELLIGENCE AGENCY

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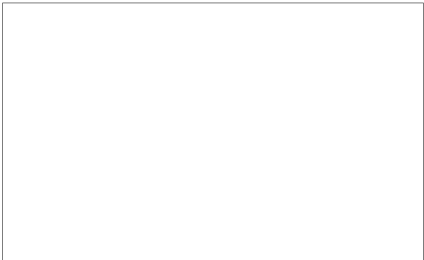
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COUNTRY	USSR (Tambov Oblast)	REPORT NO.	<input type="text"/>	50X1
SUBJECT	Nikiforovka Airfield near Michurinsk	DATE DISTR.	17 February 1955	
	50X1	NO. OF PAGES	6	
DATE OF INFO.	<input type="text"/>	REQUIREMENT NO.	<input type="text"/>	50X1
PLACE ACQUIRED	<input type="text"/>	REFERENCES		
DATE ACQUIRED	<input type="text"/>			

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

50X1 Attached is a copy of as received
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50X1 Comment: The double-track railroad line, mentioned in paragraph
50X1 1. 5., appears on AMS N 501 Tambov, although there the lines to Kochetovka Station
50X1 and to Michurinsk do not lie precisely indicated in the sketch
on page 4.

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REPORT

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COUNTRY USSR (Tambov Oblast)

DATE DISTR. Jan 7 1955

SUBJECT Nikiforovka Airfield near Michurinsk
50X1

NO. OF PAGES 5

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REFERENCES:

PLACE ACQUIRED

THIS IS UNEVALUATED INFORMATION
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Identification Data

1. See page 4 an overlay on AMS N 501 Tambov (N 52-43, E 41-27), NN 37-12, Scale 1:250,000 location of the Nikiforovka Airfield:
- 50X1
1. Nikiforovka Airfield with its approximate boundary indicated by the broken line.
 2. Michurinsk (N 52-54, E 40-30)-Tambov railroad line, double-tracked, Soviet gauge, wooden ties, slag bed, both passenger and freight traffic up to a junction two to three kilometers east of the Turmasovo Station (Point 3). From this junction only freight trains went in a northwest direction to the Kochetovka Station (Point 4) and all passenger trains proceeded to Michurinsk. About 15 passenger trains per day traveled in both directions, of which six or seven were fast, through trains which did not stop in Turmasovo or Nikiforovka (N 52-53, E 40-49). On both sides of the tracks were wooden telegraph poles, six to eight meters, 30-40 m. apart, 15-20 wires on each side. For freight traffic refer to Point 5.
 3. Turmasovo Railroad Station. several sidings, wooden ties, and a stone bed.
 4. Kochetovka Railroad Station.
 5. Double-track railroad line (not plotted on the available maps).
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- 50X1
- Daily traffic consisted of 25-30 freight trains traveling in both directions. Six or seven of these trains were full tank car trains which headed in a northwest direction. Six or seven empty tank car trains proceeded in a southeast direction. Aside from timber, coal, and agricultural machinery,

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noticed occasional military equipment transports such as tanks, (types unknown), artillery guns of all calibers and sizes (details unknown), and truck transports. Most of the transported military equipment was not new, was loaded on flat two and four-axled cars, and covered with tarpaulin. These trains were seen traveling in both directions always guarded by infantry personnel.

6. Michurinsk.

7. Nikiforovka Railroad Station with unidentified buildings in the area

Site Layout

2. See page 5, sketch of the Nikiforovka Airfield

1. Approximate boundary of the airfield. the length of the airfield 2 to 2.5 km., width unknown.

2. Aircraft parking area seven or eight conventional fighter aircraft LA-7 type; painted light green.

3. Aircraft parking area where one four-engine plane, painted green with engine cowlings painted red.

There were also three or four two-engine planes, identified as IL-12's

4. Country road, dirt, six or seven meters wide, no ditches.

5. Hedgegroves which extended along the railroad line Michurinsk-Tambov except for occasional clearings, similar to the one opposite the airfield.

6. Railroad line Michurinsk-Tambov (same as Point 2, page 4).

7. Access road to the airfield, six meters wide, no ditches, dirt, led to buildings (Points 13 and 14).

8. A road six meters wide; dirt. Little traffic, mostly horse carts. Only during harvest was vehicular traffic heavier. The railroad crossing was guarded with barriers.

9. A road six meters wide, dirt.

10. Location of a mobile radio unit. one truck, hard top model ZIS-105, with one 1 to 1.5 m. high antenna.

11. Aircraft parking area where four or five silvery jet aircraft with swept back wings identified as MIG-15's.

12. Location of three mobile radio units. They were of the same type as seen at Point 10. there were two or three units

13. A building, 15 m. long, 8 m. wide, brick, single-storied, sheet-metal gabled roof. Soviet air force personnel were seen entering and leaving this building.

14. Two buildings which were identical. They were brick, eight meters long, four meters wide, single-storied, with sheet-metal gabled roofs.

15. Two masts, metal, 8-10 m. tall. A wire was strung between masts which were supported by steel cables imbedded in the ground.

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50X1 16. Aircraft parking area where [redacted] six or seven biplane aircraft identified as U-2 type, (popularly called "Kukuruznik"), painted white.

General Information

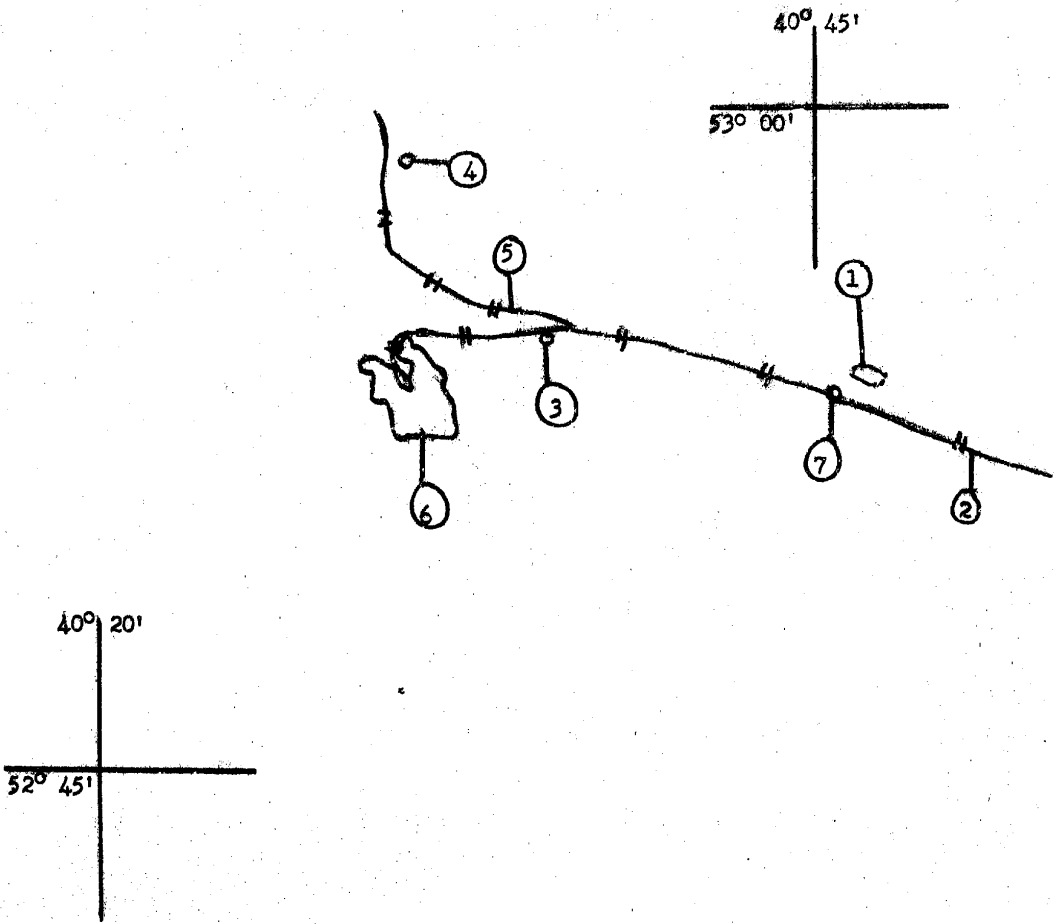
3. The airfield area was not enclosed. Approaches to the field were guarded by a Soviet air force soldier dressed in khaki summer uniform (shirt, breeches, and "pilotka"-type hat). Shoulderboards were light blue with black trimming. The soldier was armed with a PPSH submachine gun (round disc); he walked back and forth about 100 m. away from the railroad crossing.
4. The field was located approximately 1,000 m. from the railroad line, 2 to 2.5 km. east of the village of Nikiforovka (N 52-53, E 40-49). There were no railroad sidings in the vicinity of the airfield. To the north, east, and west, extended flat farmland which made the extension of the field possible in those directions. All roads in the vicinity were impassable during the rainy fall season.
- 50X1 5. Gasoline was delivered to the airfield from Michurinsk by tank trucks, type ZIS-105, with a capacity of 2,000-2,500 lit.. route unknown. [redacted]
- 50X1 [redacted]
- 50X1 6. The location of the runways was unknown [redacted]
- 50X1 [redacted]
- 50X1 [redacted] in addition to the regular air force personnel, there were so-called "Volnoyemnyy" (civilian employees), aircraft mechanics working on the airfield.
- 50X1 7. [redacted] air force personnel were stationed in the city of Michurinsk, where they had their headquarters and lived in barracks located in two large casernes; unit designations are unknown; strength was approximately 2,000 [redacted] air force soldiers boarding the train at the Nikiforovka railroad station. Officers had private apartments in Michurinsk.
8. The airfield was not bombed or attacked during World War II.
- 50X1 9. There were no jet aircraft on the Nikiforovka Airfield until winter 1950 when "several" jets first arrived at the Kochetovka Station (Point 4, page 5). Aircraft arrived from the north according to the air force guards who accompanied them. The planes were crated in [redacted] large, plywood boxes, 8 x 3 x 2.5 m., loaded on two-axled flat cars (one box on one car). In Kochetovka the cars were detached from the train and forwarded to Michurinsk where the crates were unloaded. The crated aircraft were delivered to the airfield on large wooden sleighs pulled by heavy diesel tractors (make and route unknown).
- 50X1 [redacted]

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Overlay on AMS N-501 Tambov NN 37-12, Scale 1:250,000
Location of Nikiforovka Airfield

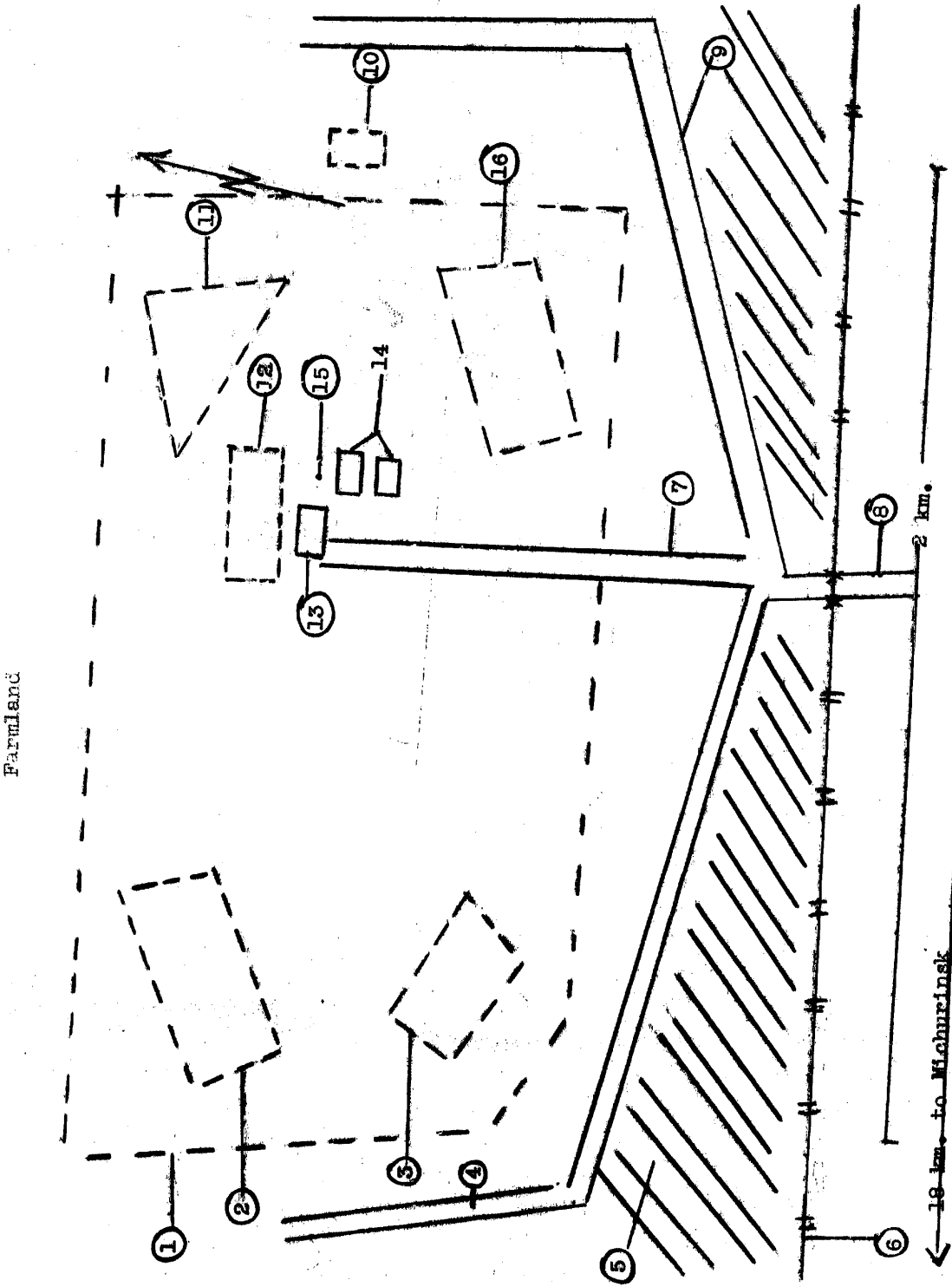


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Sketch of Nikiforovka Airfield near Michurinsk



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